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Hongkong, 1st April, 1903. [a39]

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Hongkong, 1st May, 1903. [a1319-1]

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THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.
Usual communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Non-anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 29th May, 1903.

A MATTER of considerable importance to the commercial world was to come before the International Telegraphic Conference convened to meet in London this month. We refer to the question of the Vocabulary Code compiled by the International Bureau of Telegraphic Administrations at Berne, which the Conference was expected to make compulsory. No information has yet come to hand as to whether the question has been decided, but the latest mail papers show that the proposal meets with strenuous opposition from the leading Chambers of Commerce, including those of London, New York and Birmingham. The protest of the London Chamber was made at a largely-attended meeting held last month under the presidency of Mr. Keswick, M.P., a resolution being passed urgently requesting the Postmaster-General to decline on behalf of His Majesty's Government to accept the compulsory adoption of the proposed official vocabulary of code words. The resolution further urged His Majesty's Government to decline to acquiesce in any other than a permissive use of the present vocabulary, and if its official adoption be pressed by other Governments which do not use or possess cables and telegraphic lines to the same extent as those in the hands of the British Government and companies, His Majesty's Government was urged to withdraw, as far as this matter was concerned, from the International Telegraphic Union. Mr. Keswick pointed out that all users of cables at present constructed would be put to an immense amount of trouble and expense if the official vocabulary were made compulsory. He urged that the new vocabulary should be allowed to stand on its merits solely, and if it were better than any of the existing codes its worth would

be speedily recognised and its general adoption would follow as a matter of course. Since this is precisely the claim made by the Berne International Convention, namely that it is better than the existing codes, surely there is no need to force it upon a public which would readily adopt it if it served the purpose better than the codes now in general use. But the manager of one of the Cable Companies "let the cat out of the bag" when he set up a nail at the meeting that his Company had only been able to pay a dividend of 2½ per cent. for the last 15 years, and that the compulsory adoption of the new code was advocated with a view to preventing the use of made-up words. This gentleman boldly stated that the Cable Companies were "the dragon at the bottom of the case." They had provided the capital to unite the ends of the earth, he said, and they had a right to live. That is not an unanswerable argument in a question of this sort, and carried no weight with the Chamber of Commerce which passed its resolution unanimously. We note that the interests of the commercial communities of the Far East were being watched in this matter by the China Association from whose committee a letter was read embodying objections to the vocabulary; and one of the principal speakers at the meeting was Mr. Gwyther, the Chairman of the Chartered Bank of India, China, and Australia. Mr. Keswick mentioned that an examination of the official vocabulary by an expert showed that its deficiencies were more numerous than its advantages. If that be so, the terms of the Chamber's resolution though strong and emphatic are amply justified and will no doubt be endorsed by the British commercial communities throughout the world.

The King's approval of Mr. Gaston Ernest Liebert, as Consul of France in Hongkong, is announced in the *London Gazette*.

On Whit Sunday, 31st inst., the s.s. *Wingchih* will run on an excursion to Macao, leaving here at 8.30 a.m. and returning at 8 p.m. On Monday she will leave and return at her usual hours.

The attention of those who were unable to obtain copies of the *Hongkong Weekly Press* containing the report of the *Zefiro* case, is drawn to the advertisement announcing that our report of the case has been reprinted in pamphlet form. A limited number of copies are on sale and intending purchasers should make early application.

A German Consular report from Yokohama states that after prolonged negotiations Japanese tea-growers and merchants have formed a powerful trust, which will endeavour to introduce and push the sale of Japanese tea in foreign countries. Foreign exporting firms in Japan have been invited to join the "combine," but have declined. The Government, which has already spent annually 70,000 yen for some years on the same object, will no doubt assist the tea trust.

A mild sensation was caused yesterday morning at a quarter to eleven half-way up the ascent of Battery Path by the death of a rickshaw coolie in the employment of Major-General Gascoigne, who was seated in the vehicle. The coolie, assisted by another, was pushing behind the rickshaw when he dropped dead, presumably from heart failure. Crowds of Chinese gathered round, but gave the corpse a wide berth, fearing plague. The occasion was improved by a well-known resident behind a kodak.

By permission of Major Radcliffe and Officers, the band of the 3rd Burma Infantry will play the following programme, at the King Edward Hotel, during dinner, this evening (weather permitting):—

March..... "March Române,"..... Gormod

Overture..... "Zampa,"..... Herald

Selection { "Reminiscences of the } Chambers

Plantation,".....

Song..... "The Everlasting Day,"..... Revan

Selection..... "An Toy,"..... Sidney Jones

Value..... "Blue Birds,"..... Waldteufel

Dance..... "From Henry XIII,"..... Vandervell

"God Save the King."

With regard to reports that the Russian Government had recently given large orders for Cardiff coal for Port Arthur, inquiries at the Cardiff Exchange showed that, whilst contracts had been made with St. Petersburg for coal to be delivered at ports including Port Arthur and Vladivostock, there had not been any unusual Russian demand for Welsh coal. Nixon's Navigation Company had a contract with a St. Petersburg firm to supply from 50,000 to 60,000 tons from Cardiff; but no order for early delivery had been received. The Russian Government had also contracted for 100,000 tons of coal from the Tyne.

Was public chair No. 233 disinfected on Wednesday afternoon after it had borne a Japanese woman suffering from plague to the hospital at Kennedytown? The query is prompted by a correspondent who says that the woman was first taken to the Government Civil Hospital in the chair and thence by the same means to Kennedytown, accompanied on the journey by a Japanese only, the authorities at the Civil Hospital being presumably too much occupied either to send one of their staff with the woman to superintend her transit or to have her removed in an ambulance, which would have been a quicker and more satisfactory method to adopt. When the patient had been received into hospital, the chair and its two bearers returned citywards, but whether to undergo the necessary fumigation or to resume business amongst the population is a moot point.

The latest Tonkin papers announce several cases of plague in the city.

A paragraph in the London *Daily Chronicle* with reference to Mr. Bellios, says—Mr. Bellios has two fads—giving money away and yachting.

A new comic opera, entitled *La Toledo*, adopted from the French by Messrs. Augustus Moore and Hickory Wood, with music by Audran, was produced for the first time in London at the Kennington Theatre last month. Mr. Alec Marsh, as a Spanish singer, made a brave attempt to enliven a rather depressing entertainment by his robust acting, says a London paper. The opera will no doubt be much improved upon.

The Australian Commonwealth is now the only important section of the Empire that insists on the retention of the old 2½ postal rate. A communication from St. Martin's-le-Grand recently suggested that the rate should be reduced to 1d. at the end of this year. The Commonwealth Postmaster-General placed the proposal before the Cabinet, initiating at the same time, according to his export advisors, the change would involve a loss of £295,586. He therefore recommended that the reduction be acceded to, and the Cabinet endorsed the recommendation.

Practically the whole supply of ramie for Europe comes from China where it grows wild. We notice that the cultivation of this fibre as a Colonial industry is now being advocated in the London papers. Delivered in England, ramie costs from £30 to £40 a ton, and it can be manufactured into silk-cloth and a score of other articles at a reasonable price. For one thing, an expert says, "ramie comes out a shade cheaper in manufactured articles than either cotton or hemp. The great thing, however, is that it will be an alternative to cotton, so that the cotton financiers will not be able to rule the market. The grass will grow anywhere almost, and at the moment it is growing at Lyons in an experimental fashion. What is wanted is that some British Colony, say Australia or South Africa, shall seriously set itself to ramie cultivation. Two or three crops can be raised from the same land in one year, and a great industry might result." He adds that the trouble hitherto, had been to find a process for converting the raw fibre to practical uses. Many attempts had been made in that direction, and the Indian Government had given the matter special attention. It was believed that the problem had now been solved by a French invention, and many English spinners were already using a certain amount of ramie grass treated according to the new process. The results had been satisfactory, and indicated a future trade out of which the British Colonies might make a large profit.

ARMED ROBBERY.

The police are investigating a case of armed robbery which occurred at 79, Frays East, Wanhsai, between 9.30 and 10.15 on Wednesday night. The premises were occupied by a Chinaman as a place of business and residence, and the value of the property stolen is estimated at about £500. No further particulars are as yet available.

PLAQUE STATISTICS.

The daily return of plague cases is still high. During the 24 hours ended at noon yesterday, 23 fresh cases were reported. Two (not fatal) were European—one from the steamer *Heathcote* and the other from the Government Civil Hospital, the authorities at which institution, with characteristic official caution, declined yesterday to convey enlightenment as to who the patient was. One case (not fatal) was Japanese, and the remaining 20 (15 fatal) were Chinese, one being from Victoria Gaol. No less than 11 cases came from the street, and in three instances, according to the Sanitary Board returns, the patients were alive, one of them, since dead, being found wandering in Frays East. The total cases since the 1st of January this year now number 990.

THE PACIFIC CABLE.

An animated discussion took place in the Canadian Senate recently on the subject of the Pacific cable. Sir M. Bowell initiated the debate, and warmly approved Sir Wilfrid Laurier's efforts to induce the Australian Commonwealth not to grant further privileges to the Eastern Extension Company. He said that the management of the Pacific Cable seemed to be lacking in business energy. They should appoint agents to secure business in every part of Australia. Mr. Scott, replying for the Government, said that those who had followed the efforts made to strangle or paralyse the project must have felt their patriotism and desire for the Imperial connexion somewhat chilled. The Dominion had endorsed the enterprise from Imperial motives alone. Had Canada known the difficulties which would be thrown in her way during these six years it was doubtful whether she would have gone into management with the mother country and the colonies. He expressed profound regret that New South Wales should have deliberately broken her share of the contract. The Canadian Government had recently strongly protested against the proposed 10 years' agreement between the Commonwealth and the Eastern Extension Company, by which the latter practically secured a monopoly of cable business. There the matter rested for the present, except that the proposal for a limited free press service had been rejected by the Commonwealth, on the absurd ground that it could not see that any object would be gained.

Was public chair No. 233 disinfected on Wednesday afternoon after it had borne a Japanese woman suffering from plague to the hospital at Kennedytown? The query is prompted by a correspondent who says that the woman was first taken to the Government Civil Hospital in the chair and thence by the same means to Kennedytown, accompanied on the journey by a Japanese only, the authorities at the Civil Hospital being presumably too much occupied either to send one of their staff with the woman to superintend her transit or to have her removed in an ambulance, which would have been a quicker and more satisfactory method to adopt. When the patient had been received into hospital, the chair and its two bearers returned citywards, but whether to undergo the necessary fumigation or to resume business amongst the population is a moot point.

TELEGRAMS.

REUTER'S SERVICE.

THE ALBANIAN REVOLT.

LONDON, 26th May.

The Albanians have released the Sultan's mission.

MR. CHAMBERLAIN'S FISCAL POLICY.

LONDON, 26th May.

The Opposition intend to call attention to Mr. Chamberlain's declaration of fiscal policy, pressing Mr. Balfour to say whether he and his colleagues share Mr. Chamberlain's views; and if as it appears, Mr. Chamberlain spoke for the Government, Sir Henry Campbell-Bannerman will probably ask for an opportunity for discussing the whole question in the House.

LATER.

Mr. Chamberlain's reply to the Liberals is very lengthy. It says that no preferential trade proposals have been made to the Colonies and that there have been no recent negotiations on the subject.

THE ANTARCTIC EXPEDITION.

LONDON, 26th May.

Mr. Balfour, in reply to questions urging the Government to assist in relieving the *Discovery*, ice-bound in the Antarctic, said the Government was prepared to contribute, but he strongly censured the Royal Geographical Society for not counting the cost when equipping such an expedition.

CANTON.

[FROM A CORRESPONDENT.]

AN ITALIAN STEAMER.

Canton, 27th May.

On Monday some of your Italian residents came up to Canton for a very pleasant ceremony: the hoisting, for the first time on the Canton river, of the Italian flag on a steamer built for the river trade. The purchaser took possession of the vessel at twelve, and the Italian Consul-General authorised the hoisting of the national flag, while Mme. Volpicelli named the steamer *Lucia* after the name of the owner, Mine. Russo, widow of the late Consul.

After the toast of the King of Italy, the Consul said a few words, expressing his belief that the event was not only important for the small Italian community, but would be of interest to all. It was a narrow view probably based on timidity and indecision to suppose that the commercial development of one nation must injure others. It might be so occasionally, but generally the progress of one nation was beneficial to the rest, either by increasing its purchasing power, or by the discovery of new articles of exchange, thus creating new fields of activity which all could share.

He eulogised the enterprise of the purchaser, remarking that he thus showed himself a worthy son of his father, the pioneer in the Borneo trade, and hoped that his undertakings would over increase in prosperity.

YUNNAN REBELLION.

The difficulty of inland communications and the consequent slow spread of news in China is clearly illustrated by the general ignorance of the serious insurrection in the province of Yunnan. To be able to capture an important prefectural town like Linanfu the rebels must be numerous and the outbreak must have compassed some time before, yet nothing was mentioned about it up to a day or two ago, while an hypothetical war between Russia and Japan was a common subject of conversation among the Chinese. The Chinese authorities declare that no foreigners have suffered by the insurrection, and they will certainly take great care to defend them as they must by this time have a wholesale horror of indemnities, private as well as public.

FATSHAN RAILWAY.

This short line, which will probably be a very successful and paying one, is progressing rapidly. The embankment is almost completed, and the bridgework and laying of the rails will soon be commenced, as the Americans declare the railway will be open to traffic by the end of the year. The passenger traffic between the two large cities separated by such a short distance is already enormous and will certainly grow when there will be a quicker route. Most foreigners who only know Canton and its teeming population will be surprised to hear that at a distance of about ten miles in a straight line there is another city almost as large and as crowded. The Americans have shown great judgment in choosing these two large centres for the terminus of their short pioneer line.

LATEST STEAMER MOVEMENTS.

The N.L.D. steamer *Nurnberg*, from Hamburg, left Singapore for this port yesterday, at noon, and may be expected here on the 27th inst.

The Boston Tow Boat Co.'s steamer *Pleidies* left Yokohama for Victoria and Tacoma on the 27th inst.

The N.G.L. steamer *Capri* left Singapore for this port yesterday, and may be expected here on the 4th inst.

The Boston Steamship Co.'s steamer *Tremont* arrived at Yokohama on the 28th inst.

The N.Y.K. steamer *Tamba Maru* (European Line) left Singapore for this port on the 27th inst., p.m., and is expected here on the 2nd prox.

The Warrack Line steamer *Maddy*, from Glasgow, Liverpool and Straits, left Singapore on the 27th inst. for this port, and is expected here on the 1st prox.

SUPREME COURT.

Thursday, 28th May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (ACTING CHIEF JUSTICE).

A PARTNERSHIP CASE.

The hearing was resumed in the case in which Ho Fung Hung, as administrator of the estate of Ho I Shek, deceased, sued Chan Kit San and Es Kok San, as partners in Yan Wo and Yi Li opium firms, to account to the plaintiff in respect of certain shares in these firms alleged to have been held by Ho I Shek. Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. E. C. Ponferrada of Messrs. Evans & Harston, solicitors), appeared for the defendants; and Messrs. H. E. Pollock, K.C., and T. Morgan Phillips, barristers-at-law (instructed by Mr. E. A. Bonner of Messrs. Denys & Bowley, solicitors), were for the plaintiff.

The Chief Justice had ordered that the issues of law in the case be argued, as follows:—(1) It being admitted that the defendants were not partners with Ho I Shek in his lifetime in the Yan Wo firm although they are now partners in the said firm, and assuming that Ho I Shek was at the time of his death entitled to a share in the said firm, and assuming that no settlement of accounts respecting the said share has ever taken place between Ho I Shek's representatives and the present or past partners in the firm, are the defendants liable as such present partners to account to the plaintiff in respect of the said share? (2) It being admitted that the defendants were not partners with Ho I Shek in his lifetime in the Yi Li firm and assuming that Ho I Shek was at the time of his death entitled to a share in that firm, and assuming that no settlement of accounts respecting the said share has

A. S. WATSON & CO., LTD.

ANNUAL MEETING.

Yesterday forenoon the eighteenth annual ordinary general meeting of shareholders in Messrs. A. S. Watson & Co. Ltd., was held at the offices of the Company, Queen's Road Central. Mr. Hart Buck (Chairman) presided, and there were also present Messrs. J. H. Lewis and R. C. Wilcox (Consulting Committee), Capt. Clark, Messrs. J. R. Michael, E. J. Moses, J. A. Tarrant and A. H. Mansell (Secretary).

The CHAIRMAN said—Gentlemen, the report and statement of accounts have been in your hands since the 20th instant, so with your permission I will as usual consider them as read. The accounts put before you do not, I think, require much explanation. You will notice that our stock-in-trade are practically the same as last year, also that local and general liabilities have increased \$14,261.04 whilst bills payable have decreased \$56,300.21. The apparent discrepancy of a mortgage of \$23,000, on the remaining portion of Kowloon Inland Lot No. 550, which property stands in the accounts at \$19,870.30 is explained by the fact that the balance of payments to the contractor were not due until 1903 when they were met. This property has been valued at more than \$40,000. Exchange has naturally lessened our profits for 1902 and from the same cause our working expenses are much larger where these are on a sterling basis, the increase in wages alone amounting to £15,000 over the previous year. I stated at our last annual meeting that it required much care and foresight to keep our necessary purchases within the buying power of the business with its existing available capital, and this condition of affairs becomes more marked as the expansion of the business continues, although we do not anticipate that it will be necessary to ask you for any immediate increase of the existing capital. So far, the returns this year show a satisfactory increase over the same period of last year. Our new aerated water factory in Des Voeux Road is now working, and we expect that our annual meeting next year will be held in our new reclamation premises which are well advanced. There is no doubt these changes in premises will prove beneficial to the working of the business. Messrs. W. Parfitt and R. C. Wilcox have been invited to join the Consulting Committee, the former gentleman during the absence of Mr. E. Osborne from the Colony. These appointments require your confirmation at this meeting. If any shareholder would like any further information in connection with the report and statement of accounts now before you, I shall be pleased to give it.

Mr. J. R. MICHAEL—Some of the shareholders have been asking if the accounts could not be made up a little earlier than five months after the end of the year.

The CHAIRMAN—We have our returns from various parts of China to come in, and it is impossible really to have them made up earlier. There being no further questions,

The CHAIRMAN proposed, and Mr. MICHAEL seconded, the adoption of the report and accounts. The motion was agreed to.

Capt. CLARK proposed, Mr. E. J. MOSES seconded, and it was agreed, that the appointment of Messrs. Parfitt and Wilcox to the Consulting Committee be confirmed.

The CHAIRMAN proposed the re-election of Mr. F. Maitland as auditor, observing that Mr. W. H. Potts would be invited to assist Mr. Maitland next year.

Mr. J. H. LEWIS seconded the motion, which was unanimously agreed to.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready at 11 a.m. to-morrow (Friday).

GOLD AND COAL ON THE SIAMESE FRONTIER.

Lt.-Colonel K. M. Foss, who has been travelling during the winter and spring in Ceylon, the Nicobar Islands, and along the Siamese frontier, on behalf of a former Member of the Viceroy's Council, the *Rangoon Gazette* says, has come on very rich auriferous quartzes and coal, just on the border line of Siam, near Victoria Point. Colonel Foss has studied in a school of mines and was accompanied by a well-known gold-mining engineer. Assays from wholly unpicked quartz gave over seven ounces of gold per ton, and there seems to be plenty of quartz in sight. The engineer has also verified the known existence of a coal deposit which will yield well over one million tons of good steam-coal, and a license for this has been granted; the coal mine is on the Tenasserim River, to the north-west of the gold deposits near Victoria Point; the quantity mentioned has been verified already by Government reports and tested by close Government borings; one splendid seam is 23 feet thick; and the steaming properties of the coal had previously been tried on Government boats, with very satisfactory results. When this deposit is worked it will cheapen coal in Penang which is only 300 miles off, in Singapore, and in Rangoon, as the mine is so much nearer to these ports than any Indian or Australian colliery. Lt.-Colonel Foss has an engineer on the property and another is now expected to open up the gold reef; all the adjacent and available within British territory has been acquired. It is probable that an iron industry may also arise close to the coal-field, which could supply Siam and the Straits with that metal. Excellent iron stone and flux are procurable close by. Lt.-Colonel Foss has started for England to see about sending out machinery forthwith.

THE RICE TRIBUTE.

A PLEA FOR ITS COMMUTATION.

The *Shanghai Mercury* translates the following from the *Universal Gazette*:

It is difficult to find anything more useless and at the same time more expensive to the Chinese Government than the existing system of the transportation to Peking through the Grand Canal of the Government tribute rice from South China. Everything in connection with the system is at fault. The rice is not properly collected at Shanghai. It is not properly transported from Shanghai to Peking. And on arrival at Peking it is not properly stored there. The system is universally condemned; and yet the Chinese Government cannot see its way to abolish it, though it has been repeatedly suggested that the rice tribute be commuted to money and that the money thus secured be employed to buy rice in the North whenever it is needed. The Chinese Government refuses to do away with this faulty system, because it is prejudiced by the absurd notion that its abolition would lead to the starvation of the Manchus in Peking.

Now, since the Chinese Government considers it indispensable that the transportation of tribute rice to Peking should be continued, it should devise some good measures to improve the system. The authorities of the Government granary in Peking occasionally reject the rice on its arrival at the capital on the ground that it is rotten. In the present year more than ten thousand piculs from Kiangsu and Chekiang have been sent back on that account. But it must be borne in mind that the rottenness of the rice is entirely due to the manner in which it is sent North. When the rice is sent to the local officials in Kiangsu and Chekiang by the farmers, it is perfectly sound. It takes so long a time for this to come to Shanghai in the native junks specially employed for the purpose that it is half rotten by the time it reaches the port. Though the rice is in such a bad state, the authorities appointed to receive it in Shanghai feel obliged to accept it, as they know that in sending the rice to this place the local officials in Kiangsu and Chekiang must have spent an enormous sum of money. After the rice has reached Shanghai, it is generally stored in the Government godowns for some time before it is transported to the North. And its transportation from Shanghai to Peking occupies no less than eight or nine months, during which it is subjected to all conditions of weather. Little wonder then that the rice is scarcely fit for human food when it finally arrives at Peking.

From the above facts it is evident that it is not the rice but the system of its transportation which is at fault; and in our opinion, the only remedy lies in the commutation of the rice to money.

THE BAGDAD RAILWAY AND THE EASTERN MAILS.

SIR THOMAS SUTHERLAND'S VIEWS.

Writing in the *Times*, Sir Thomas Sutherland, the Chairman of the P. & O. Company, says—

"I am bold enough to conceive that, when this proposed railway is made, the sea route will still be the mail route to the East. The presumption which has been set forth as to the saving to be effected by this land line rests apparently on the assumption that ten years hence the mail transit by sea will be exactly what it is to-day according to the present postal time-table—viz., 14 days and 14 hours. But I would point out that all mail contracts with which the P. & O. Company are concerned are based on the performance of the slowest and not of the fastest ship employed, and the postal table does not do justice to the service which is actually carried out. The latest steamers perform the work regularly in a little over 13 days, and, at the same time, they have not infrequently to be slowed down so as not to arrive at an inconvenient hour for the transaction of business and the landing of passengers. The service now performed is, therefore, superior to that required by the mail contract. And the fact may be recalled that, within the last 20 years or thereabouts, a week has been knocked off the transit of the mails to the East. It rests chiefly with the British Government to decide whether the progress and improvement in the service of the mail line are to be maintained and increased.

"If the Bagdad Railway were to run a daily fast service to India, letters would, of course, be sent that way. But it is as certain as anything can well be that, unless the British Government should subscribe this route at a heavy cost, its service will not, within the life of those now concerned, be more than a weekly service, and, in all probability, a less effective service than that of the over-sea and Brindisi route, as far as the greater part of India is concerned.

"It will hardly be denied that the maintenance of our over-sea services under the English flag is not merely a postal matter, but is one which involves Imperial considerations of the highest moment. Seeing that the Governments of France and Germany, not to speak of lesser Powers, find it to their advantage to maintain postal communications with the East, by means of mail steamers of imposing type, it is hardly possible to imagine that Great Britain, with her vast political and commercial interests in the East, can ever allow her mail communications to fall into foreign hands. The over-sea postal service of this country will, therefore, I believe, remain and will continue to improve in point of acceleration, if the needful encouragement is given for that purpose. Assuming this to be the case I feel very confident that, even when the Bagdad Railway is made, ten or 15 years

hence, Great Britain will not find it advantageous to transfer the mail service from her own flag to a foreign railway.

For, whatever we may be told, this railway will be a foreign concern, opposing rather than assisting the interests of this country. Not a package of English goods will be sent to India by it, and very few English passengers will care to undertake a 12 days' journey by rail, partly, at all events, through one of the hottest regions on the face of the earth. The P. & O. Company find it almost impossible nowadays to persuade passengers to use the Brindisi route, because it involves a longer land journey than that via Marseilles, although the expense is identical. The fact is, that, since steamers of the size now running have been in existence, a sea voyage is no longer dreaded, and the Bay of Biscay has ceased to be a name of terror even to the most timid travellers. Doubtless a certain number of people may find their way to India by this Bagdad route from Central Europe, and for the most part they will make their return journey by sea. While, therefore, I know nothing as to the prospect of this undertaking from the point of view of its possible local development, I have no hesitation in saying that, as far as the commerce of this country is concerned, Great Britain has no interest whatever in the scheme."

AMERICAN MISCONDUCT IN THE PHILIPPINES.

GENERAL MILES'S REPORT.

The New York correspondent of the London Times telegraphed on the 27th ult. the following—

It is a shameful story which is contained in the report made public to-day by Lieutenant-General Miles, the highest officer in the United States Army, on the subject of the misconduct of officers and soldiers in the Philippines. The sensational nature of the report is certainly not lessened by the fact that the War Department hesitated a long time before giving it to the public. The department sent General Miles to the Philippines to inspect and report, and when it received his statement apparently attempted to suppress it, calling it "confidential." It was only after General Miles said he had no objection to its publication that the report was made public.

The report is a long one, but perhaps a single item will suffice to give an idea of its nature. When General Miles was going from Calamba to Batangas he says he noticed that the country appeared devastated and the people were very much depressed. As he was stopping at Lipa, a party of citizens, headed by the president, met him and complained of harsh treatment. Fifteen of their people had been tortured by the "water-cure," and one old man, a highly respected citizen, while unconscious from the effects of the torture, was dragged into his house, which had been set on fire, and burned to death. The people had been crowded into the towns, 600 being confined in one building. A physician said he was ready to testify that some of the 600 died from suffocation. General Miles says that the statement regarding the man said to have been burned to death is confirmed by other reports, and that he has no reason to disbelieve the other statements. Many other atrocities committed by direction of American officers are alleged, including the whipping of natives to death, the shooting of prisoners, and the torturing and robbing of priests.

I believe that the *Times* was the first to suggest that the behaviour of American officers in the Philippines might be the result of climatic conditions. This is an explanation which, curiously enough, has a good deal more weight in Europe than here, where people cannot understand how Americans can develop the savagery of Turks.

THE BURDENS OF EMPIRE.

MR. CHAMBERLAIN'S "CUT-THE-PAINTER" SPEECH.

Mr. Chamberlain's "cut-the-painter" speech, as it is called in Australia, has excited a considerable amount of resentment throughout the Commonwealth. This was the speech at Cape Town in the course of which the Colonial Secretary is reported to have said:—"It must be evident that as the self-governing Colonies grow in population, wealth, and power, they must either abandon the idea of forming part of the Empire or must take a full share in that burden and in those responsibilities." This was cabled verbatim to Australia, where it has been generally interpreted as meaning that the Colonies must either share the full burdens of Empire defence or leave the Empire. Sir Edmund Barton, the Commonwealth Premier, preferred to believe that Mr. Chamberlain did not mean what he was reported to have said. Most of the leading public men any public journals were not, however, so generously inclined, and there was a widespread feeling against being "dragged" in this fashion.

This feeling was expressed by Mr. J. C. Watson, the leader of the Federal Labour party, at a great Labour demonstration in Brisbane. He said he favoured land defence rather than a heavy expenditure on the Navy, because so long as Australians refrained from an aggressive policy they would have only to defend themselves against outside aggression. Regarding Mr. Chamberlain's reported statement, he thought if Australia took a share in the burdens she would require some say in the policy of the Empire. He preferred Australia to continue in her present position, and said Australians could never be dragged into contributing to the upkeep of the Empire.

MISCELLANEOUS NOTES AND NEWS.

COUNTESS RUSSELL'S SECOND MARRIAGE.

Mabel Countess Russell, recently married again, and became as she thought the wife of Prince Archibald Stuart de Modena, of Austria, Countess Russell and her mother, Lady Scott, believing the man's assertion that he was a son of the present Emperor. The wedding took place privately in December last at a registry office at Portsmouth and afterwards, also privately, at St. George's, Hanover Square. The "Prince" deserted his wife before the month was out, and she subsequently learnt that he was a footman bearing the very plebeian name of William Brown, who has since been arrested and charged with "feloniously, knowingly, and unlawfully causing to be inserted in the register of marriages a certain false entry," &c.

RUINED IN AUSTRALIA.

The disastrous effects of the recent drought in Queensland are indicated by a pathetically worded letter which the Postmaster-General of the Australian Commonwealth has received. In 1888 an exceptionally smart officer, who had charge of a small post-office, severed his connection with the department, and devoted himself to pastoral pursuits. With the savings he made as manager of a large station he bought some sheep, and took up a grazing area. Good seasons followed, and in a few years the enterprising ex-public servant owned a considerable tract of good country, upon which 24,000 sheep—also his own property—depastured. Then the drought set in, the young squatter lost all his sheep and his holding, and in his letter, which the Postmaster-General received recently, he says that he is ready to accept any position in the department from postmaster to line reporter.

ITALIAN ENOCH ARDEN.

A curious bigamy case is to be tried by the Modena tribunal. Five years ago a corpse was found in a river. As a man named Government had been missing from Modena, his wife was called to the corpse, which she identified as her husband's, and relatives and friends confirmed the wife's identification. Government was consequently officially registered as dead. The wife, who married again, was startled on September 24 last, to see her first husband reappear safe and sound, he had spent five years of single blessedness in Hungary, and returned with a small fortune. He took things coolly, and shook hands with the second husband, but requested him to quit. The latter declined, stating that the first husband was legally dead, and the second marriage valid.

SANATORIUM FOR SUFFERERS AND PARADISE FOR TOURISTS.

Captain W. J. P. Benson, F.R.G.S., lecturing on Jamaica at the London Institution, last month, said Jamaica was one of the healthiest and finest fruit-producing countries in the world, and that it was volcano had long since been exploded. Surely it was time that England paid attention to this long-neglected Colony. Where else in the world, he asked, would they find bread, custard, milk, and oysters growing on trees but in Jamaica? "Do you want," he asked, "to escape an English winter? Do you suffer from any lung trouble? Do you desire to take waters equal to those of any German Spa, and to experience a winter which is like an ideal English summer? If so then go to the land of perpetual summer, where the balmy air is laden with the scent of fruit and flowers; where the fireflies light up the night—Jamaica."

LOURDES "UP IN ARMS."

The town of Lourdes is up in arms. The Mayor has informed the Prefect that he will not answer for the preservation of order if the Government carries out its intention of stopping the services in the basilica held for the benefit of pilgrims from all parts of the world. Amongst these there have been crowned heads, Royal and Imperial personages, with a multitude of aristocratic and wealthy visitors, Catholic and non-Catholic. If the influx of these be hindered by vexatious legislation the hotel keepers, tradespeople, and other inhabitants, who are entirely dependent upon the frequent pilgrimages, will be ruined. The Fathers of the famous Grotto have special faculties and privileges which cannot be transferred to the secular clergy. They have resolved not to show fight, in the interests of public tranquillity, and to leave Lourdes at once unless the Government sees its way to modifying the application of the Ministerial decree.

A STEAM RAILWAY COACH.

The first steam railway coach in England has been invented by and constructed under the superintendence of Mr. D. Drummond, Locomotive Superintendent of the London and South-Western Railway. It is intended to be run between Fratton and Southsea, to accommodate light traffic. The coach, which is the joint property of the Brighton and South-Western Companies, will be divided into two classes—first and third—which will be separated by a sliding door. In the first class the seats will be arranged longitudinally, and there will be accommodation for ten persons. In the third class, the seats will be arranged in pairs, transversely on either side of the centre gangway, while the number of persons accommodated will be thirty-two. The coach may be entered at either end from wide platforms, with openings on each side, which will be closed when running by collapsible gates. A luggage van is provided capable of holding one ton of luggage. This is situated between the motor and the other part of the train. The coach may be driven from either end, and it is calculated that a running rate of thirty miles an hour can be attained in thirty seconds.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICAL.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A. QUEEN'S ROAD, HONGKONG.

TRADE  MARK
TELEPHONE NO. 135.

OUR SPECIAL BLEND OF SCOTCH WHISKY

"CLUB"

H. PRICE & CO.

12. QUEEN'S ROAD. 141

THE VICTORIA CYCLE EMPORIUM.

THE OLD FIRM STILL LEADING.

NOTHING SUCCEEDS LIKE SUCCESS.

LATEST! LATEST! LATEST!!!

MOTOR CYCLES, MAIL CARTS, RICKSHAS FITTED WITH PNEUMATIC TYRES AND BALL BEARINGS THROUGHOUT.

We are Sole Agents for the following—MONOPOLE, FUTURE, CENTAUR, and NEW PREMIER CYCLES.

We have also in stock a large Number of American first-grade Machines (Chain and Chainless), including the CLEVELAND, CRESCENT, WESTFIELD, etc.

Other branches of the business conducted as usual. GREAT REDUCTIONS IN PRICES. Vide et cetera.

Intending purchasers are cordially invited to visit our Stores and Workshop, 43 and 34A, QUEEN'S ROAD EAST.

McKIRDY & CO.

71 May 10 '03 1633

ROYAL AERATED WATERS MANUFACTORY.

If you want a drink of health. If this true that health is wealth. If you'd take your proper dose. If for health you'd join the race. Always with a smiling face.

Where you can get good drink I guess. Pure water we always use. Essences many from which to choose. Our list of drinks will you amuse.

Apply to F. P. DANENBERG, Manager. Factory & Office—West Point, Telephone 837; Depot—Ice House Street, Telephone 374.

Novel Specialities. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced Long-life, Non-Intoxicating and Excellent Beverages.

Hir-Oes, Winter Stout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Paris, Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE "ZAFIRO" CASE.

A REPRINT of "THE 'ZAFIRO' is A MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, 5/- each, at the Office of the "Daily Press." Hongkong, 29th May, 1903. [1565]

IN THE MATTER OF H. PIRY & CO., IN LIQUIDATION.

THE SALE advertised to be held at the French Consulate, at Canton, on the 2nd June next, is POSTPONED until further notice, by order of the Liquidator. Hongkong, 29th May, 1903. [1566]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

INSURANCE HOLIDAY.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, the 1st JUNE.

By Order, W. HUTTON FOTTS, Secretary.

Hongkong, 28th May, 1903. [1575]

TO LET.

FOR the month of June, a FURNISHED HOUSE at the Peak. For Terms and Particulars, apply to TURNER & CO. Hongkong, 29th May, 1903. [1569]

TO LET-KOWLOON.

FURNISHED ROOM in best locality. Verandah and Bathroom. Immediate Possession. \$25 per month. Apply to A. 100, Care of Daily Press Office. Hongkong, 29th May, 1903. [1571]

TO LET.

ONE LARGE OFFICE ROOM, PRINCE'S BUILDING, 2ND FLOOR, from 1st of June. Apply to REUTER, BROECKELMANN & CO. Hongkong, 29th May 1903. [1572]

TO LET.

N. 2, LYEFMOON VILLAS, Kowloon. A 4-OUR-ROOMED HOUSE, with joint use of Tennis Court. Apply to LEO J'ALMADA E CASTRO, Supreme Court House. Hongkong, 29th May, 1903. [1574]

TO LET.

FROM 1st July next, FLATS in ELGIN STREET (East End), fit for European Occupancy. AHMET RUMJAHN, 62, Queen's road. Hongkong, 29th May, 1903. [1568]

BOARD AND RESIDENCE.

BOARD and Residence. FIRST-CLASS, COOL, AIRY ROOMS. Every Home Comfort. Apply to MRS. WILLSON, Tower House, Kennedy Road. Hongkong, 29th May, 1903. [1567]

TO LET.

ZETLAND LODGE, No. 525, E.C. A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 2nd JUNE, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 29th May, 1903. [1564]

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1902, at the rate of Sixty Cents per Share (or Six per cent. on the Capital of the Company, making Eleven per cent. for the year) is payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date, the 29th MAY, 1903, on Warrants to be drawn from the undersigned. Local Shareholders are requested to apply at the COMPANY'S OFFICE for their Warrants.

The DIVIDEND is also payable at the HONGKONG AND SHANGHAI BANK, SHANGHAI, on presentation of Warrants thereon and after the same date.

By Order,

A. H. MANCELL, Secretary.

Hongkong, 29th May, 1903. [1570]

NOTICE TO CONSIGNIES.

THE P. & O. S. N. CO.'s Steamship.

"MANILA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, 28th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 28th May, 1903. [1542]

NOTICE OF REMOVAL.

INTERNATIONAL BANKING CORPORATION.

THE business of this Bank will be carried on from TUESDAY, 28th MAY, in the New Offices of the Corporation, 20, DES VŒUX ROAD CENTRAL, next to Messrs. Jardine, Matheson & Co.'s Offices.

Hongkong, 27th May, 1903. [1542]

NEW ADVERTISEMENT

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSENA,

NAPLES, LEGHORN and GENOA, also VENICE

and TRIESTE, all MEDITERRANEAN,

ADRIATIC, LEVANTINE and SOUTH

AMERICAN PORTS up to CALAO.

(Taking Charge at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"CAPRI."

Captain Belote, will be despatched as above on

TUESDAY, the 11th June, at NOON.

At Bombay the Steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 29th May, 1903. [1446]

PUBLIC COMPANIES

CHINA LIGHT AND POWER COMPANY, LIMITED.

THE SECOND ORDINARY GENERAL

ANNUAL MEETING of SHARE-

HOLDERS in the Company will be held at

THE COMPANY'S OFFICE, No. 14, Des

Vœux Road, TO-MORROW (SATURDAY),

30th MAY, 1903, at 11 A.M., for the pur-

pose of receiving Statements of Accounts and the

Report of the General Manager for the year

ending 28th February, 1903, and electing a

Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will

be CLOSED from the 23rd to 30th inst.,

both days inclusive.

SHEWAN, TOME & CO.,

General Managers.

Hongkong, 18th May, 1903. [1436]

THE CHINA-BORNE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the

above Company will be held at the

COMPANY'S OFFICE, No. 4, QUEEN'S

BUILDINGS, on SATURDAY, the 6th

JUNE, at NOON.

J. WHEELEY,

General Manager.

Hongkong, 22nd May, 1903. [1511]

EXCURSION TRIP TO MACAO.

ON WHITSUNDAY, 31st MAY.

S.S. "WING CHAI."

TLEFINNS, &c., can be had on board.

FARE: 1st and 2nd Class, Single Ticket, \$2; Return Ticket, \$3. DEPARTURES: from

Hongkong, 8.30 A.M.; from Macao, 8 P.M.

SHARP.

Hongkong, 29th May, 1903. [1553]

BANK HOLIDAY.

FRIDAY.

IN Accordance with Ordinance No. 6 of 1875, the undermentioned Banks will be closed for the transaction of Public Business on 1st JUNE, WHIT MONDAY.

For the CHARTERED BANK of INDIA,

AUSTRALIA and CHINA.

T. P. COCHRANE,

Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING

CORPORATION.

J. R. M. SMITH,

Chief Manager.

For the NATIONAL BANK of CHINA,

LIMITED.

B. PINCKNEY,

Acting Chief Manager.

For the MERCANTILE BANK of INDIA,

LIMITED.

EVAN ORMISTON,

Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,

Hongkong Agent.

G. MAYER,

Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,

TARO HODSUMI,

Manager.

For the IMPERIAL BANK of CHINA,

E. W. BUTTER,

Manager.

For the DEUTSCH-ASIATISCHE BANK,

H. FIGGE,

Manager.

For the PRO. RUMSO-CHINESE BANK,

BANK of SOUTH CHINA.

J. W. R. TAYLOR,

Managing Director.

For the INTERNATIONAL BANKING

CORPORATION.

CHAS. E. SCOTT,

Manager.

Hongkong, 27th May, 1903. [1558]

NOTICE OF REMOVAL.

INTERNATIONAL BANKING CORPORATION.

THE business of this Bank will be carried

on from TUESDAY, 28th MAY, in the

New Offices of the Corporation,

20, DES VŒUX ROAD CENTRAL,

next to Messrs. Jardine, Matheson & Co.'s

Offices.

HONGKONG
BUSINESS DIRECTORY

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisito. Depot for
Eastman's Kodak Film and Accessories.
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and India.

PHOTOGRAPHIC

M. MUMEYEA, JAPANESE ARTIST.
Bromide and Crayon Engravings and
all colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs. 10, 3A, Queen's
Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sole Agents for
Hartmann's Rechting's Genuine Com-
position Red Lead Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Ship-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Builders,
Commission Agents and General
Storekeepers. Sole Agents for
Shipowners Composition ("Gray-
hould Brand") and Blundells
Spence & Co.'s Composition

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

BROWN, JONES & CO.,
MONUMENTAL AND ORNAMENTAL
MASONS,

Have on View and for Sale at their
Marble Yard,

ITALIAN MARBLE

Statuary Figures, Angels alongside Crosses
Obelisks, Columns, Rustic and Plain Crosses
and Headstones; also

AMERICAN MARBLE

Crosses, Columns and Headstones; and

ABERDEEN GRANITE

Crosses and Headstones
For adults and children's graves.

CEMETERY MEMORIALS
made to any design in Italian and American
Marble and Hongkong Grey and
Blue Granite.

Special attention paid to
LETTERING IN ANY STYLE OR
LANGUAGE

in imperishable lead, lead cement, gold, or black

All work and material guaranteed to be the
best and most durable.

Prices to suit the times.

Designs on application.

Orders from exports carefully and promptly
executed.

Office—No. 17a, Queen's Road Central, 1st
Floor, Marble Yard.—No. 18, Morrison Hill
Road, Hongkong.

Hongkong, 9th January, 1903. [342]

TO LET

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storyed
and Single-storyed Godowns. Suitable
for Yarn or Coals.
Also Land for Coal storage.

Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st March, 1903. [1002]

TO LET.

"DUNHEVED." Robinson Road.
Available from June 1st. Having
Six Spacious Rooms with well ventilated
Basement (Servants' Quarters detached), Veran-
dah, Tennis Court and large Garden.

Apply to THE SAM WANG CO. LTD.,

1st Queen's Road Central.
Hongkong, 22nd May, 1903. [1494]

TO LET.

NO. 10, SEYMOUR TERRACE.
No. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION
TERRACE. And others to suit various requirements.

S. A. SETH,
Land and Estate Broker.

Hongkong, 22nd May, 1903. [1396]

TO LET.

WOODLANDS VILLA EAST.
Seymour Head. Six-Roomed Semi-
detached House. Good view of the Harbour.

Apply to D'ALMADA & MILLAR,

16, Des Voeux Road Central.
Hongkong, 19th May, 1903. [1465]

TO LET.

A ROOM in a Fully Furnished House at the
Peak. One Gentleman required to make up a Mess
of Four. Tennis Court and Garden.

Apply to A. 17.

Care of Daily Press Office.
Hongkong, 25th May, 1903. [1529]

TO LET

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOME" MAGAZINE GAP. Available
from 1st April.

Apply to Daily Press Office.
Hongkong, 16th February, 1903. [562]

TO LET FURNISHED.

NO. 3, CAMERON VILLAS, PEAK. For
Two Months from 5th June.

Apply to CAPT. SIMPSON.
Hongkong, 28th May, 1903. [1355]

TO LET.

TWO SPACIOUS GODOWNS—No. 95
and 96, PRAYA EAST.
Apply to H. N. MODY,
Victori Building.
Hongkong, 2nd December, 1902. [182]

TO LET—KOWLOON.

FOUR-ROOMED HOUSE, good locality,
10 minutes from Ferry. Furniture
taken at Valuation.

Apply to W.
Care of Daily Press Office.
Hongkong, 29th May, 1903. [1510]

TO LET.

NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15th
JUNE.

Apply to E. H.
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

NOS. 1 & 3, MAGDALEN TERRACE,
Corner houses, MAGAZINE GAP.

Apply to SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET FURNISHED.

NO. 2, CAMERON VILLAS, PEAK.
For Two Months from middle of June.

Apply to H. W. BIRD,
Palmer & Turner.
Hongkong, 21st May, 1903. [1406]

TO LET.

1ST and 2ND FLOORS MARINE HOUSE,
No. 17, QUEEN'S ROAD CENTRAL.

Apply to LI KWONG LOONG,
No. 1, Wyndham Street.
Hongkong, 27th May, 1903. [1543]

TO LET.

"HARTLEY," STONY BROOKE,
and "INGLEWOOD," EICHMOND
ROAD.

Apply to LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [1505]

TO LET.

FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIFTON TERRACE.
GODOWNS at BOWINGTOWN (PRAYA
EAST). HOUSES in LEIGHTON HILL ROAD.

Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.

Apply to W. LYSAUGHT,
153, Wan Chai Road.
Hongkong, 16th April, 1903. [1153]

TO LET.

NO. 3, STEWART TERRACE, the
Peak.

Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 8th April, 1903. [1108]

TO LET.

NO. 5, STEWART TERRACE, PEAK,
Furnished from 5th June to 31st August, 1903.
"WESTBROOK VILLA," NORTH
BONHAM ROAD.

NO. 1; CAMERON VILLAS, MOUNT
KELLETT.
Nos. 7, 11, 15 & 18, BELLIOS TERRACE,
"BISNEE VILLA," FORTULUM ROAD,
Land on sea front Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.

For terms and particulars apply to
LINSTEAD & DAVIS.

Hongkong, 23rd May, 1903. [1046]

TO LET.

"TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.

Apply to MANAGERESS,
Macdonnell Road;

or FAIRAL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE

Apply to 9, SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903.

PRIVATE BOARD AND RESIDENCE

NO. 12 and 14, QUEEN'S ROAD
CENTRAL. Entrance by Zetland
Street.

Hongkong, 3rd March, 1903. [700]

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"

21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS with Board.

Apply to MRS. MATHER,
2, Peader's Hill.

SCIENTIFIC MISCELLANY.

VIEWS OF TASTE AND SMELL—REPTILE
SENSES—FEAR OF LOCOMOTIVES—SETTLEMENT
OF NEW LAND—LUMINOUS PATCHES
OF OCEAN—A MODERN MALADY—CHEMICAL
ACTION IN COLD—AIRSHIP EVOLUTION
WHEN LIFE BEGINS—GLACIER VARIATION.

Two theories of taste and smell appear to be
in favour. The vibration theory of Sir W.
Ramsay, proposed about twenty years ago, is
similar to the popular theory of light and sound,
and assumes that substances of medium molecular
weight vibrate at a rate that affects the
nerve-cells, while the vibration of substances
having molecular weight below 30 are too rapid
to give any impression and very heavy
molecules move too slowly. The chemical
theory is based on the old observation that
odorous bodies are usually oxidised readily.
It is confirmed by the late discovery that the new
gases krypton and xenon, with molecular weights
near that of vanillin, are odourless, tasteless, and
inert; and further by the curious fact that the
oxidation that makes certain substances more stable
also lessens their taste and odour.

The airship now being built by Dr. F. A.
Barton is to be a combination of the balloon
with the aeroplane machine. If this is successful,
the purpose is to continue building similar
apparatus, gradually increasing the size of the
aeroplanes and the motive power but diminishing
the proportion of the balloon, until the practical
airship should have an independent speed of
60 to 80 miles an hour.

An electrical test, at first proposed as a
means of determining whether life is extinct,
has been used to show when life begins. No
reaction is produced if the motor is lifeless.
Applying this method to hen's eggs, Augustus
Waller has found that signs of life begin in
twenty-four to six two hours after the
beginning of incubation and that only when
development fails or is arrested does the
reaction continue to be absent.

Glaciers are supposed to increase and decrease
in cycles more or less regular. An inquiry by
M. Charles Rabot shows that the same stages
are not simultaneously reached in different
parts of the world, and that in Norway, where
the cycle is some two centuries long, the last
general increase began in 1700 and the decrease
is still in progress.

MOTHER AND DAUGHTER.

It is remarkable how greatly our estimate of
ourselves and our qualities differs from the
estimate formed by others. If the things
were practicable, many would not realize
heavily by selling themselves at their own
valuation (if they could find customers), and
afterwards buying themselves back on the basis
of other people's notion of their worth. The
more numerous and the harder the blows aimed
at our self-conceit in the days of our youth, the
better for us. They pulverise, as it were, the
worse part of our nature, and nothing survives
the process but what deserves to endure. "And
what are you?" asked a Lord Chief Justice of
England of a witness who had just given some
rambling and discreditable evidence. "I employ
myself as a surgeon," said the witness. "But
does anybody else employ you as a surgeon?"
asked the judge. And thereat the witness collapsed.

It is claimed for all medicines that they effect
cures, though the fact is that some do and some do
not. Mother Seigle's Curative Syrup has
been very extensively used for thirty-five years,
and is to-day the principal domestic medicine in
sixteen different countries. The number of
cases it has effected (especially among persons
suffering from indigestion and bilious diseases)
is quite incalculable. As the many thousands of
testimonials as to its efficacy voluntarily given
here is an interesting one from a mother and
daughter. "For several years," writes Mrs.
Hutchinson, of Newcastle Road, Jesmond
N.S.W., on October 19th, 1902, "I suffered
from indigestion and liver complaint. I could
neither eat, sleep, nor work—in fact, did
not know what it was to enjoy a single hour of
freedom from pain. I was attended by two of
the cleverest medical men in the Newcastle
district, but their treatment failed to bring me
any relief. Indeed, I went steadily downhill,
and began to fear that my case was beyond the
aid of medicine. I grew weak and thin, and
became dejected, when, two years ago, I was
advised to try what Mother Seigle's Curative
Syrup could do for me. It was a happy decision,
for before I had taken a quarter of the first
bottle my health was much improved. I continued
to take the medicine according to the
directions for five weeks, by the end of which
time I was cured. The cure is evidently a
permanent one, for I have remained well and sound<br

SHIPPING.

ARRIVALS.

May 27, Duy, Portuguese gunboat, 720. Digo, from Macao.
May 27, KANSU, British str., I.142, Bideley, Shanghai 29th May, General—BUTTERFIELD & SWINE.
May 27, MATHANG, British str., I.614, W. D. Welsh, Sandakan 22nd May, Timber—JARDINE, MATHESON & CO.
May 27, WONGKOK, German str., I.115, W. Röder, Bangkok 1st May, rice—BUTTERFIELD & SWINE.
May 28, AYU, British str., I.355, W. H. Gibson, Karatsu 22nd May, Coals—M. B. KAISHA.
May 29, CARY, DIEDERICKSEN, German str., 774, H. Schlaikier, Hollow 27th May, General—JENSEN & CO.
May 28, CHIYO MARU, Japanese str., I.182, M. Kitao, Chinkiang 23rd May, General—CHINESE.
May 28, DAIGI MARU, Japanese str., 846, T. W. Groves, Tamshui via Amoy and Swatow 27th May, General—OSAKA SHOSEN KAISHA.
May 28, DOYO MARU, Japanese str., I.198, S. A. Ayo, Chinkiang 25th May, General—CHINESE.
May 28, MALACCA, British str., 2,615, A. F. Street, Yokohama 12th May, General—P. & O. S. N. CO.
May 28, MANILA, British str., 2,711, H. G. H. Lowell, London 18th April, General—P. & O. S. N. CO.
May 28, PAMPET, American str., I.1200, J. C. Rango, Manila 23rd May—U.S. GOVERNMENT.
May 28, ROSESEA, Russian str., I.300, Stenius, Wiboe 22nd May, rice—EAST ASIATIC TRADING CO.
May 28, SHANTUNG, German str., I.600, M. Ellerholt, Foochow 25th May, Ballast—MELCHERS & CO.
May 28, TELEMACUS, British str., I.340, Jas. Williamson, Saigon 24th May, Rice-flour and General—CHINESE.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

29th May.
Anna, Norwegian str., for Iloilo.
Chiyu Maru, Japanese str., for Canton.
Dogo Maru, Japanese str., for Canton.
Kensu, British str., for Canton.
Loonggang, British str., for Manila.
Prinses Marie, Danish str., for Shanghai.
Hobart, German str., for Swatow.
Verona, German str., for Kuching.
28th May.
Anna, Norwegian str., for Iloilo.
Kansu, British str., for Canton.
Loonggang, British str., for Manila.
Michael Jensen, German str., for Hoilow.
Peleus, British str., for Shanghai.
Eon, German str., for Shanghai.
Rosetta Maru, Japanese str., for Manila.
Vale of Doon, Sarawak barque, for Rajang.
Whampoa, British str., for Shanghai.

VESSELS IN DOCK.

28th May.
ARABIAN DOCKS—Moundane, Canton River, Tawau, San Joaquin, Jacob Diederichsen, Shantung, Declan, Empress of China.
COSMOPOLITAN DOCK—M. Strate.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

HAIMUN

Captain Mutton, will be despatched for the above ports TO-DAY, the 29th inst., at 11 A.M.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 27th May, 1903. [1542]

FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship

MARBURG

Captain Stern, will be despatched for the above ports TO-DAY, the 29th inst., at 3 P.M.
For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th May, 1903. [1546]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

KUMSANG

Captain Boller, will be despatched as above TOMORROW, the 30th inst., at NOON.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd May, 1903. [1524]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG,

KANGUO, COLOMBO, ADEN, SUZI AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship

MELPOMENE

Captain Tosoni, will be despatched as above TO-MORROW, the 30th inst., at NOON.
For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 20th May, 1903. [153]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION CO's fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1903. [153]

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1903. [153]

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General Agents for China and Japan.

Hongkong, 4th August, 1903. [153]

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Hongkong, 4th August, 1903. [153]

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1903. [153]

OCEAN STEAM SHIP CO. LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL...	"OOPACK"	On 9th June.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL...	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 3rd July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON.....	"CALCHAS"	On 6th June.
LIVERPOOL.....	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP.....	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP.....	"ALCINOUS"	On 7th July.
LIVERPOOL.....	"OOPACK"	On 14th July.
MARSEILLES, LONDON and ANTWERP.....	"PELEUS"	On 21st July.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"TELEMACHUS"...	On 17th June.
The S.S. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong. For Freight, apply to		

BUTTERFIELD & SWIRE, AGENTS.

[10-12]

Hongkong, 29th May, 1903.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"HANGCHOW".....	On 29th May.
NINGPO and SHANGHAI.....	"TAMSUI".....	On 1st June.
CHEFOO and TIENTSIN.....	"NANCHANG".....	On 1st June.
YOKOHAMA.....	"KWANGSI".....	On 2nd June.
MANILA.....	"SUNGKIAK".....	On 3rd June.
MANILA.....	"CHANGSHA".....	On 3rd June.

PORT DARWIN, THURSDAY,
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE, and
SYDNEY & MELBOURNE.....

The attention of Passengers is directed to the superior accommodation offered by these
Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking cargo on through bills of lading to all Yantze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 29th May, 1903.

REGULAR STEAMSHIP SERVICE TO
NEW YORK VIA PORTS AND SUEZ
CANAL.

(With liberty to call at Philippine Ports).

PROPOSED SAILING FROM HONGKONG.

THE Steamship

"HUDSON"

will be despatched for the above ports on or
about the 25th instant.For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Agents.

Hongkong, 14th May, 1902. [1418]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,
ALSO PORTS OF BRAZIL AND RIVER PLATE.ON TUESDAY, the 2nd June, at
11 A.M., the Company's Steamship
"SALAZIE," Captain Aubert, with Mails,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES via Ports of Call,
WITHOUT TRANSHIPMENT.Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on Monday, the 1st June. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further particulars, apply at the Com-
pany's Office.G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd May, 1903. [2]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"CHARLES TIBERGHIEN" 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to
DODWELL & CO., LTD.

Agents.

Hongkong, 21st May, 1903. [1125]

"GLENFARG" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA
SUEZ CANAL.

THE Steamship

"GLENFARG."

Captain Holman will be despatched as above

on TUESDAY, the 23rd June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 28th May, 1903. [1560]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"PAN KONG"

will be despatched for the above ports every
TUESDAY, THURSDAY and SATUR-
DAY, at 5 P.M. Ample accommodation for
European Passengers.For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LTD.
15 and 16, Connaught Road, Praya West,
Hongkong, 6th May, 1903. [1253]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Macon)

DEPARTURES from Hongkong to Macao
daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily
at 2 P.M. (Sunday included).This steamer is the fastest and has superior
Cabin accommodation.

FARES:

1st Class 81.50

2nd Class 0.75

3rd Class 0.30

Further Particulars may be obtained at the
Office of theWING ON STEAMSHIP CO.
No. 42, Bonham Strand West,
Hongkong, 16th May, 1903. [646]

NOTICES TO CONSIGNEES.

THE EAST ASIATIC COMPANY,
LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINSESSE MARIE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M.,
the 29th inst.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 1st June, will be subject to
rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be ex-
amined on Monday, the 1st June.All Claims must reach us before the 4th June,
or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.MELCHIERS & CO.,
Agents.

Hongkong, 25th May, 1903. [1343]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM ANTWERP, LONDON AND
STRAIT.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 30th inst., will be subject to rent.All claims against the steamer must be pre-
sented to the undersigned on or before the 6th
June or they will not be recognized.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be ex-
amined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.GIEB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd May, 1903. [1525]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON"

OF THE NORDDEUTSCHE LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 3rd of June will be subject to
rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be ex-
amined on Wednesday, the 3rd June, at
9.30 A.M.All Claims must reach us before the 6th
June, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHE LLOYD.

MELCHIERS & CO.,
Agents.

Hongkong, 27th May, 1903. [15]

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNERS per Company's Steamer

"PELEUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godown of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 28th instant.Optional Cargo will be landed, unless notice
is given prior to steamer's arrival.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be ex-
amined at 11 A.M. on the 3rd prox.No Claims will be admitted after the Goods
have left the steamer, Godown and all Goods
remaining undel

